



Executive Committee Meeting May 30, 2001 Draft - Meeting Summary

The following is a summary of presentations given, issues raised, actions undertaken or recommendations made. When possible, lengthy discussions have been summarized into themes or summary statements.

Executive Committee members present:

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| <input checked="" type="checkbox"/> George Kargianis Chair | <input checked="" type="checkbox"/> Rob McKenna Vice-Chair, King County | <input checked="" type="checkbox"/> Gary Hughes FHWA |
| <input type="checkbox"/> Santos Contreras (Alt.) City of Kirkland | <input checked="" type="checkbox"/> Sen. Horn WA State Senate | <input checked="" type="checkbox"/> Harold Taniguchi (Alt.) King County |
| <input type="checkbox"/> Connie Marshall City of Bellevue | <input type="checkbox"/> Bob Edwards PSRC | <input checked="" type="checkbox"/> Randy Corman City of Renton |
| <input type="checkbox"/> John Okamoto WSDOT | <input type="checkbox"/> Rosemarie Ives City of Redmond | <input checked="" type="checkbox"/> Steve Mullet City of Tukwila |
| <input checked="" type="checkbox"/> Dick Paylor (Alt.) City of Bothell | <input checked="" type="checkbox"/> Joan McBride City of Kirkland | <input checked="" type="checkbox"/> Grant Degginger (Alt.) City of Bellevue |
| <input checked="" type="checkbox"/> Sonny Putter (Alt.) City of Newcastle | <input type="checkbox"/> Pam Carter (Alt.) City of Tukwila | <input checked="" type="checkbox"/> Aubrey Davis (Alt.) WSTC |
| <input checked="" type="checkbox"/> David Dye (Alt.) WSDOT | <input checked="" type="checkbox"/> Barbara Cothern Snohomish County | <input type="checkbox"/> Dave Somers Snohomish County |
| <input type="checkbox"/> Rep. Cheryl Pflug WA State House of Reps. | <input type="checkbox"/> Rep. Christopher Hurst WA State House of Reps. | <input type="checkbox"/> Sen. Margarita Prentice WA State Senate |
| <input type="checkbox"/> Sen. Julia Peterson (Alt.) WA State Senate | | |

Staff and Observers

Johannes Kurz, Snohomish County
Bruce Nurse, Kemper Development
Chris Johnson, KC Council
Phil Fordyce, WSDOT

Kim Becklund, Bellevue

Project Management Team

Mike Cummings, WSDOT
Don Samdahl, Mirai Associates
Keith McGowan, McGowan Environmental
Ron Anderson, DEA

Paul Bergman, PRR
Brian O'Sullivan- Sound Transit
Ann Martin, King County

CALL TO ORDER

Chairman Kargianis called the meeting to order at 9:12 a.m. and stated the meeting's agenda:

- Program Update
- Funding and Phasing Subcommittee Report
- Preliminary Preferred Alternative – Roadway Components

PUBLIC COMMENT

Chairman Kargianis asked if any members of the public had any comments they would like to provide the committee. No public comments were given. Chairman Kargianis turned the meeting over to Mike Cummings, WSDOT, for presentations. Mr. Cummings asked for an approval of the April 24, 2001 meeting summary. The committee members approved the summary.

PROGRAM UPDATE

Mr. Cummings reviewed the upcoming meeting schedule. The Executive Committee will meet again on June 28 and August 16 at the Kirkland City Hall. The August 16th meeting is of significance, as the Executive Committee will be making a decision on the preferred alternative (PA).

Mr. Cummings reviewed the schedule for upcoming Speakers Bureau engagements.

He then reviewed the most recent correspondence posted on the website's Community Feedback page. Mr. Cummings discussed the City of Renton's objection to the inclusion of the Burlington Northern R/W (BNSF) in the Preliminary Preferred Alternative. He then outlined a possible approach for resolving the issue would be to refer the matter to the Steering Committee for a recommendation on how to proceed.

Chairman Kargianis noted that Renton's major objection to the inclusion of BNSF is due to the railway running through its downtown and Kenndale neighborhood. However, he argued that right-of-ways are quickly becoming a disappearing asset and that future public use will no longer be an option if the program does not preserve it.

Joan McBride commented that her printed materials were missing a few pages from Renton's resolution. Mr. Cummings said that a complete copy would be sent out shortly.

Sonny Putter said that it is not clear if Renton objects to the whole BNSF preservation or only the part that runs through its jurisdiction.

Since there are strong concerns from both sides, Chairman Kargianis suggested the matter be further developed through additional inquiry through the Steering Committee. The Executive Committee members agreed to refer the issue to the Steering Committee for direction in order for the Executive Committee to make a decision on Renton's request at the next meeting. Chairman Kargianis encouraged members of the Executive Committee to attend the next Steering Committee meeting and sit in on discussion of Renton's objection to the BNSF.

Mr. Cummings explained that the committees are currently in the Draft EIS Phase of the I-405 Program. It includes a number of upcoming public involvement events (public hearings). They anticipate that the Draft EIS will be issued in June. The next key target date for a decision on the Preferred Alternative was originally scheduled for August. However, the date has now been moved to mid-September.

Mr. Cummings explained that the schedule change is because the Citizen and Steering Committees did not want to make recommendations until all public comments have been received and reviewed. Therefore, the earliest the DEIS can be issued is late June which in turn moves the Executive Committee decision back a month. Over 700 comments were received in response to the Steering Committee review of the preliminary DEIS.

A September brown bag meeting will be held for all the committees to gather and hear the public comments. The meeting will be strictly informative; no decisions regarding the PA will be made. It was noted that the meeting should not be scheduled on either Rosh Hashanah (Sept. 18) or Yom Kippur (Sept. 27). Mr. Cummings emphasized that all member's participation is strongly encouraged.

Chairman Kargianis asked if the Funding Subcommittee report would effect any of the funding decisions from the legislature and if it would be ready in time for a vote this fall. To Mr. Cummings' current understanding, the state vote could be made this year, but the regional vote would not happen until next year. The state vote could include funding but not project descriptions. Mr. Cummings said the current concept is getting agencies involved in the beginning of implementation before the final decision is made. David Dye, WSDOT, said the ability to move ahead would depend on the state package. Mr. Cummings emphasized that the project team has been working very hard to move ahead and thanked the team's partners and agencies involved.

Mr. Cummings reviewed the Preferred Alternative recommendation process. He emphasized that if the committee wants funding for the project, it needs to be part of the Puget Sound Regional Council funding process. Sonny Putter asked if there would be an opportunity before the PA recommendation for Mr. Cummings to brief government agencies on the DEIS. Mr. Putter said that he believes it would be more appropriate if the partners on the Steering Committee endorse the Executive Committee's recommendation. Mr. Cummings said they always welcome briefing requests and would be happy to brief any agencies.

Mr. Cummings outlined the three parts of the Preferred Alternative Development:

- System Level Decisions
- Community Level Decisions
- Project Level Decisions

The committees are currently addressing System Level issues.

Mr. Cummings mentioned that the team has been holding many jurisdiction meetings in regards to Preferred Alternative issue identification. The purpose of the meetings has been to meet with each jurisdiction separately and review contents of the PPA specific to each one. Comments are being reviewed and additional needs and concerns are being identified and addressed if possible.

PRELIMINARY PREFERRED ALTERNATIVE – ROADWAY COMPONENTS

Mr. Cummings reviewed the outcomes of the roadway discussions with the Steering and Citizen Committees. The following elements were addressed with the two committees:

- I-405 and SR 167 freeway lane balance
- Connecting freeway improvements
- Arterial Capacity Projects
- Arterial HOV Projects

- HOV direct access locations

Within the Roadway Discussions, Mr. Cummings reviewed the following:

- I-405 Freeway – adding two GP lanes in each direction between I-5 in Tukwila and I-5 in Lynwood
- Forecasted Traffic Volumes
- Freeway Lane Balance Consideration – the question the committee is currently addressing is “Have we learned anything from looking at lane balance along the freeway corridor that would lead us to modify the basic concept of two added lanes in each direction?”
- Freeway Lane Balance Findings

Mr. Cummings reviewed a new slide that was developed due to the other committee's confusion regarding Freeway Lane Balance Findings. Chairman Kargianis inquired as to how serious the truck issue is in Kenndale. Mr. Cummings replied that he understood it to be very serious. Mayor Putter noted that the capacity issue is caused by more than just the presence of hills in the area. Mr. Cummings said that the Executive Committee had previously only addressed the southbound direction, but the Citizen Committee has requested they look at northbound as well.

The following issues were voiced by the Steering and Citizen Committees in their last meetings on the roadway concepts:

Freeway improvements:

- Differentiate through lanes from collector-distributor “local access” lanes
- Retain two additional lanes in north section from SR 522 to I-5
- Need for northbound truck climbing lane in addition to southbound up Kenndale Hill?

Mayor Putter asked the plans are to address congestion from Tukwila to I-90. Mr. Cummings said Renton is reviewing the issue but does not want to build outside of the right-of-way. Mr. Cummings added that currently, there are no plans to recommend lane additions beyond what is in the PPA. Mayor Putter said the current plan is only moving the problem further north or south. He asked if the truck-climbing lane could be extended northbound to I-90. Chairman Kargianis asked if congestion south of I-90 is based on lack of capacity on SR 167. Mr. Cummings said it isn't and that it's the future growth that they are addressing. Chairman Kargianis requested they further discuss the recommendation regarding SR 167 in the near future.

Connecting Freeways:

- What improvements are needed on I-5 at north and south ends?
- What are the effects on wetlands and streams at Swamp Creek (I-5)?
- Coordination with SR 520 improvements needed

HOV Direct Access:

- Better define HOV direct access projects at SR 522 and NE 195th
- HOV freeway ramps to/from the south at I-5 (Swamp Creek) may not be needed.
- Consider HOV direct access at Coal Creek Pkwy (for Factoria access)

Mr. Cummings asked the committee to take note that although they are not currently adding HOV to HOV freeway access the plans have been designed so that they can be added later. Joan McBride said she has concerns regarding HOV to HOV access on

freeways not being connected. Mr. Cummings said some legs would be built. However, the legs that are not built will be programmed, just not implemented. Where there is demand, HOV direct access will be built first. Ms. McBride asked if a report could be provided to show where the access will not be provided. Mr. Cummings said graphics are being made to show this. Vice-chair McKenna asked if completion of ramps would be addressed. Mr. Cummings answered that design money is available but on hold until they are sure what design the design for the main line will be. Once the decision on I-405 is made, completion work for the HOV direct access will be underway.

Mr. Cummings said that the PMT is suggesting that some north-south arterial capacity improvements be moved from Alternative 4 to Alternative 3. Senator Horn asked if there are any major ramps that have been built but not used. Mr. Cummings said all ramps would be altered to some extent. David Dye concurred that there might be some ramps that will be constructed in the near term and in operation for a few years but then torn down to accommodate the I-405 improvements. He said that costs will actually be balanced with the relief these projects will provide in the short term but the public perception will still not be good, so these options need to be avoided as much as possible. Dick Paylor asked which arterials on the map are under review – some highlighted arterials are not listed. Mr. Cummings said that the team would meet with Mr. Paylor to discuss any arterials that are missing or need to be shown.

Arterials:

- How to handle pedestrians and bicycles through freeway interchanges?
- How much arterial widening will be needed away from I-405?
- Will arterial access be restricted from Southcenter to I-405?
- What will happen to traffic on 148th Ave. and other north-south arterials?
- How will arterial improvements be phased with freeway improvements?

Arterial HOV

- Need further definition of specific HOV improvements
- Would improvements be for transit only or also for carpools?

Mr. Cummings noted that arterial HOV projects are extremely controversial because they can limit access to businesses. Mayor McBride said it is also an issue of pedestrian safety and access.

Mr. Cummings went over the upcoming agenda items for the coming months:

- Transit and TDM Components
- BNSF Preservation
- Environmental Mitigation and Enhancements

FUNDING AND PHASING SUB-COMMITTEE REPORT

Vice-chair McKenna gave an update on the Funding and Phasing Sub-committee. There have been two meetings so far. The sub-committee is currently focusing on the following:

- Develop and refine key messages for use
- Organize partners to deliver message
- Meet with interest groups

Staff has recommended that presentations be made to various groups regarding the project. Public outreach is necessary to avoid concentration on the 7 billion cost estimate. The public also does not have a firm understanding of “multi-modal” aspect of

the program. There will be a conference call in early June to discuss getting this work underway. The sub-committee will also meet with the Trans-Lake sub-committee to coordinate projects regarding a regional vote for funding. It might also meet with SR 99 and SR 509 committees. They are also monitoring legislative work underway in Olympia.

Senator Horn said the legislature is ready to start its second 30-day session. He said that although the legislature is shocked by the cost of the program, they are beginning to think the cost is worth it. The legislature is recognizing that the regional package is needed in order to get the state package. He said the difficulty is because they are trying to sell pieces of a package that doesn't work unless other pieces are incorporated. Because other projects are asking for billions of dollars, he believes the I-405 Corridor Project will need funding through partnerships in addition to government funding.

Joan McBride asked if they would be able to spend a billion dollars a year on construction. David Dye said that their research shows the industry has the capacity to undertake an effort of this size. He noted that national and international construction firms could be enlisted and that they are not limited to local resources. However, there will need to be funding commitment for the entire project in order for these firms to take on this work.

Mr. Cummings asked if anyone had additions to next month's agenda. Mr. Dye asked requested that they start to track and listen to opposition to the program, specifically recent communication about the program from 1000 Friends of Washington. Joan McBride stated that as elected officials they need to be able to address any questions that emerge from the community. Following some discussion on the issue, Chairman Kargianis recommended the Executive Committee send a letter to 1000 Friends of Washington board offering to meet and listen to their concerns and talk about the program with their board.

Vice-chair McKenna, Mayor Putter, Councilmember McBride, and Councilmember Degginger volunteered to head up a new sub-committee or working group to oversee outreach to the environmental community and to initiate dialogue with 1000 Friends of Washington. A status report on the new sub-committee was added to next month's agenda. Chairman Kargianis requested that Mr. Bergman coordinate all communication to the Executive Committee regarding this sub-committee.

The meeting adjourned at 11:00 a.m.